APPENDIX IV.

[Vide answer to starred question No. 294 asked by Sri K. Vinayakam at the meeting of the Legislative Assembly held on 11th September 1959, page 338 supra].

Subject.	Recommendations.
1 Motor vehicles-Stage carriages—Seating capacity—Maximum passenger accommodation—Fixing of.	Type design to be prepared in respect of each make, wheel-base, etc. The seating arrangement should be as follows :— (1) All seats shall be facing forward but the operators are at liberty to have one longitudinal row. (2) No back-to-back or face-to face seats. (3) No seat to be provided beyond the seat of the driver but there can be seats in a line with the driver's seat. Any seat constructed beyond the seat of the driver in the existing buses shall be removed when granting the next fitness certificate. In the case of vehicles of overall width of 8 feet 1 inch, there shall be four seats facing front in each row and a longitudinal seat, with a gang way of 17 inches instead of 19 inches, in case all seats are not front facing. The opinion of operators may also be obtained by publishing these designs at the office of the Registering Authorities. The matter may then be placed before this committee for its final recommendation. It has also been decided that a committee consisting of Sri Mohamed Razakhan, Sri N. Mahalingam, Sri T. S. Krishna and Deputy Transport Commissioner should go into the question as to what type of vehicles and what dimension should be used on ghat roads.

Subject.	Recommendations.
2 Motor vehicles-Stage carriages—Plying on mufassal routes—Provision of separate entrance and exit.	The existing arrangement may continue. After receipt of the type-design referred to in item 1, the question of having an emergency exit can be examined.
3 Motor vehicles-Stage carriages—Night—Express Service running of.	May be taken up after the ban of lorry traffic during nights is reviewed.
4 Motor vehicles-Stage carriages-Number of buses on each route—Fixation.	The Special Officer for Planning and Development (to be appointed) will go into the question and suggest ways and means in this regard.
5 Motor vehicles-Transport vehicles—Records and returns Maintenance.	Do.
6 Motor vehicles—Documents—Judgments of High Court and of State Transport Appellate Tribunal—Copies-Supply of.	The request can be recommended to the Registrar of the High Court; and the State Transport Appellate Tribunal can decide to grant copies to those who are not connected with the case.
7 Motor vehicles—Driving Licence School—Opening of.	Arrangements may be made to impart training in motor driving in all Polytechnic Institutes Fleet operators also may be requested to train drivers and have necessary facilities for the same.
8 Motor vehicles—Goods vehicles—Removal and disposal of excess goods from overloaded vehicles—Suggestions—Regarding.	This provision can be enforced after installation of weigh-bridges at the check posts around Madras.

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9 Motor vehicles—Fleet operators–Authorization to change engine—Exemption under section 32 (3) of the Motor Vehicles Act.

Persons who own not less than ten transport vehicles each may be notified to change engines in their transport vehicles without the prior approval of the registering authorities subject to the following conditions :—

(1) The particulars of spare engines including the engine number acquired from time to time should be furnished to the registering authorities concerned, as and when they are acquired.

(2) The replacing engine should be of the same make, power and fuel as the replaced one.

(3) The manner in which the replaced engine is disposed of should be intimated within one week of the disposal.

10 Road Transport—Location of bus stands—Policy of Government—Diversion of trunk roads passing through busy thoroughfares.

It has been decided that the Inspector of Municipal Councils and Local Boards should take steps to improve the existing bus stands and that periodical checks should be insisted upon and improvements effected. The officers of the Local Administration Department also should periodically inspect the bus stands and report the matter to the higher authorities. It was also decided that the question of principles for selection of site should be examined. As regards diversion of trunk roads, it can be left to the road authorities.